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C63

OF THE
FIRST GENERAL MEETING

OF THE
SHAREHOLDERS

OF THE
GLASGOW, PAISLEY, KILMARNOCK, & AYR
RAILWAY,

HELD IN THE HALL OF THE BLACK BULL INN, GLASGOW,

ON WEDNESDAY, Nov. 9, 1836.

GLASGOW:
PRINTED BY JOHN CLARK, 25, QUEEN STREET.
MDCCCXXXVI.

THE RIGHT HON. THE EARL OF GLASGOW.
THE RIGHT HON. THE EARL OF EGLINTON.
SIR WILLIAM MILLIKEN NAPIER, BARONET.
COLONEL BLAIR OF BLAIR.
ALEXANDER WEST HAMILTON, Esq. OF PINMORE.
ARCHIBALD HAMILTON, Esq. OF ROZELLE.
WILLIAM CAMPBELL, Esq. OF NETHERPLACE, MAUCHLINE.
JAMES M'CALL, Esq. OF DALDOWIE.
JOHN FLEMING, Esq. OF CLAREMONT.
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WILLIAM LECKIE EWING, Esq.

Chairman.

JAMES M'CALL, Esquire.

Deputy-Chairman.

JOHN FLEMING, Esquire.

Engineers.

MESSRS. GRAINGER AND MILLER.

Secretary.

JAMES WATSON, Esquire.

Solicitors.

MESSRS. A. & D. J. BANNATYNE.

TEMPORARY OFFICE—3, *South Frederick Street, Glasgow*



PROCEEDINGS.

At two o'clock, a very full meeting of the Shareholders took place, for the purpose of receiving Mr. Stephenson's Report on the line of Railway, and considering other arrangements preparatory to going into Parliament. There were present a great number of landed gentlemen and other proprietors connected with the counties of Lanark, Renfrew, and Ayr.

On the motion of Sir WILLIAM MILLIKEN NAPIER, Bart. Lord Eglinton was called to the Chair.

His LORDSHIP, on being called to the chair, rose and said, that it had long been the wish of his family, to have a railway communication formed in the district through which it was proposed that it should now be done, and his grandfather had the project in contemplation. He could only say that he inherited the wish of his relative, and there was no doubt now that it would be gone into, from the gratifying unanimity that prevailed respecting the line, and the satisfaction regarding the proceedings of the Committee, and all concerned in furthering the work. He trusted that this unanimity and right understanding might long continue. (Cheers.)

Mr WATSON, the Secretary, then read the following Report of the Directors.

REPORT BY THE DIRECTORS

OF

THE GLASGOW, PAISLEY, KILMARNOCK, AND Ayr RAILWAY, OF THEIR PROCEEDINGS, MADE TO A GENERAL MEETING OF THE SHAREHOLDERS, HELD IN THE BLACK BULL INN, GLASGOW, ON WEDNESDAY, THE 9TH DAY OF NOVEMBER, 1836.

THE formation of a Railway to connect Glasgow and Paisley with the numerous thriving and manufacturing towns of Ayrshire was proposed some years ago, but it was not until the month of April last that measures were taken for originating a Company to carry into effect this desirable object. In 1830, a Company was formed, for the purpose of making a line from Glasgow to Paisley and Johnston. After surveying the country, a line was laid down well-suited for this purpose, and not differing materially from that presently adopted; but, from the late season of the year at which this Railway was started, and from other opposing obstacles, the undertaking was for the time abandoned.

A subscription for the present Railway having been opened in April last, by a few Gentlemen of public spirit in the city of Glasgow and in Ayrshire, it was immediately seen that the undertaking would be a popular one. Several large subscriptions were very soon obtained, when the parties were called together, a Committee elected, and a prospectus issued, accompanied by a sketch of the line. In a short time, so favourably was this measure viewed by the public, that applications for shares to a great extent beyond the capital were received from Scotland alone; and the Committee were thus enabled to make a careful selection of Proprietors, chiefly from parties resident on the spot. The necessary capital was thus secured, a certain amount of stock being set aside for influential parties and proprietors of land on the line; and your Committee are now able to refer to a list of Proprietary, whose respectability cannot be exceeded by any Railway Company in the kingdom. In this list are enrolled the names of many of the largest owners of land upon the line, and the names of many of the most influential and respectable individuals in the various towns (with the exception of Kilmarnock) through which the line is to pass.

In reference to the exception now pointed out, the Committee have to remark, that although there are several most respectable subscribers to and supporters of the Railway in Kilmarnock, it has not yet met with that universal favour and support from the inhabitants which might have been expected, and which your Committee are confident will still be given when its true merits are known. The Magistrates and Town Council of that town, when this Railway was first proposed, expressed a desire that further investigation should be made, to ascertain whether a more direct line, with equally favourable gradients, could not be obtained between Glasgow and Kilmarnock. Your Committee can easily understand and allow for this natural anxiety on the part of the inhabitants of Kilmarnock; indeed it is a feeling in which your Committee themselves participated in the outset of this business; and it was not until they were made fully aware of the great physical difficulties which a more direct line would encounter, that they gave in to the idea of the best practicable line to Kilmarnock being found to be what is laid down in the prospectus of this Company. When, therefore, your Committee understood that the Magistrates and Town Council of that town had employed an Engineer, of their own selection, to survey the high district of country which lies between the two cities with a view to find out a shorter line, they immediately intimated, that as their only anxiety was to obtain the best line to Ayrshire, they would be glad to be furnished with the requisite information as to any new line projected by them, in order that it might be adopted, if on inquiry and comparison it should be found to be preferable to that by Kilbirnie and Dalry. Soon after this, a line from Glasgow to Kilmarnock was proposed by the engineer appointed by the authorities of Kilmarnock, a few miles shorter than the one projected by this Company. In order

and experience of Mr. George Stephenson, late of the Manchester and Liverpool Railway, they proposed to the Magistrates and Town Council of Kilmarnock, that the matter should be referred to him. These gentlemen did not feel themselves authorised formally to go into this reference, but expressed their great confidence in whatever Mr. Stephenson recommended, and agreed to provide him with all the information requisite to enable him to judge of the merits of their projected line. Mr. Stephenson accordingly came to Scotland, and after meeting with a Committee of the Magistrates and Town Council of Kilmarnock, who accompanied him over the most important part of their line, he went over the whole of the ground chalked out by both parties. To satisfy himself further of the correctness of the levels of each line, and to examine the sections, he sent his assistant Mr. Hall, who, after remaining for more than two weeks on the lines, proving the sections, communicated his observations to Mr. Stephenson. Since then, and within the last fortnight, a report from that eminent Engineer has been received, and will be immediately read to the meeting, and your Committee are satisfied that this will set the matter at rest with every fair and impartial individual. His decision is in favour of Messrs. Grainger and Miller's line, and the reasons on which he founds his opinion are exactly and distinctly given. He shows that the line proposed by Messrs. Scott, Stephen, and Gale to Kilmarnock and Ayr, is not only, considering the loss of power, less advantageous than the longer line, but that, as it would practically exclude the coast traffic, it would be very unlikely to yield such a return to the proprietors as to justify the expense of its formation. He shows farther, that were this line to be adopted, it is probable that a line along the coast would still be made.

Unfortunately perhaps for Kilmarnock, nature has placed her in that position by which a short, and, at the same time, advantageous and direct line of Railway communication with Glasgow is found to be impossible; but when the great rapidity of Railway travelling is considered, it will be seen that this is a disadvantage more apparent than real. The locomotive engines for the Great Western Railway, (London to Bristol,) have been contracted for to run at the rate of 45 miles per hour, and should they on trial be found inadequate to accomplish this, the contractors are liable to have them returned. Under such circumstances, and taking into account the actual speed attained on the existing Railways, the length of a few miles of Railway beyond that of a turnpike-road is of less importance. On many of the English lines the distance by Railway, compared with that by the turnpike-roads, between the principal towns, is even greater than in the case of Kilmarnock and Glasgow. On the line of Railway between Manchester and Leeds, the distance is greater by 20 miles, while on some of the London and Brighton lines most approved of, the comparative distances are also unfavourable.

Your Committee are happy to report, that, after considerable exertion, they have had the Parliamentary plan of the line laid down, and are now ready to give the notices required, so as to enable them to go to Parliament immediately on the opening of the Session. They would beg to call the attention of the Proprietors to the very favourable termini which have been obtained, both of Glasgow, Paisley, Kilmarnock, Irvine, and Ayr, termini by which the line will penetrate without much expense nearly into the centre of these towns. At Paisley in particular, the line will pass within 260 yards of the market cross, while at Glasgow it is expected that no difficulty will be found in having a terminus near to the south side of the Glasgow bridge. Neither tunnels nor steep inclinations will be required on this beautiful line of Railway. A great part of the line from Glasgow to Kilmarnock will be nearly level, while on the steepest part the gradient will not exceed 1 in 600. On the rest of the line passing from near Dalry to Kilwinning, and along the coast to Ayr, with the exception of a gradient of 1 in 460 for about five miles, it will also be nearly level. It may further be remarked, that but for the level required to be kept, in order to terminate on high ground at Kilmarnock, to suit any Railway intended to be carried forward to England, the gradient on these five miles might have been still more favourable.

Your Committee beg to say that they have been already negotiating with many of the land-owners, and find them, with almost no exception, favourable to the undertaking.

It will be observed from Mr. Stephenson's Report, that he has advised the Company to endeavour to induce the Duke of Portland to alter the curves of the Troon line, and to relay it with edge rails, by which a complete communication would be made between Kilmarnock and Ayr. He has further advised the Company to form a small branch from Irvine to Drybridge on the Troon line, as also a small piece of Railway to connect the Ardrossan Railway more effectively with the main line. By this means a complete communication would be made between Ayr, Ardrossan, Irvine, and Kilmarnock, a communication no less useful to the main line, than beneficial to the inhabitants of these towns. Your Committee have already had the honour of meeting with his Grace the Duke of Portland, with the view of ascertaining his views in regard to the line passing through his grounds, and also of ascertaining as to whether he would be inclined to make the alterations on the Troon line as recommended. They are glad to say, that his Grace has entered on the consideration of these subjects with the liberality and frankness for which that Nobleman is distinguished; that he has given permission to the Company to cross the Troon Railway on a level, or otherwise, as they see best adapted for connecting the harbour of Troon with the main line; that he has taken into consideration the propriety of making the alterations proposed, with the consent of other proprietors on the Troon Railway line; and that, as an earnest of the future arrangement likely to be entered into

between his Grace and this Company, notices in a few days will be given of the intention of the Troon Company, to apply to Parliament for leave to alter the curves of the Railway.

Your Committee have, for some time past, been much occupied in ascertaining the traffic presently existing on the lines of road connecting the several towns intersected by the line, and have not been a little gratified to find the results much to exceed the sum stated in the Prospectus. The tables of a week's traffic have been made up, and are now submitted to the meeting, from which it will be seen that a return of 13 or 14 per cent. is shown on the proposed capital of the Company from the outset. When the number travelling by the present conveyances between Glasgow, Paisley, and Johnstone, and between Glasgow, Kilmarnock, and Ayr, as well as between the various manufacturing districts intersected by the line, are considered; and when the cheapness and facility of Railway travelling is taken into account, it may surely be confidently expected that the existing trade will be greatly increased. It is further to be observed, that a beautiful district of sea coast on this line will be thrown open, the distances to which, from Glasgow and Paisley, will be travelled in from $1\frac{1}{4}$ to $1\frac{1}{2}$ hours, while the conveyance to the present watering places on the coast, so much resorted to by the inhabitants of these towns, occupies from 3 to 6 hours. It is therefore impossible to calculate to what extent new traffic will be created. Nothing, however, is put down in the tables now submitted for this traffic, nor is anything inserted for the traffic likely to arise from the new fields of coal, limestone, and ironstone, which are found to be abundant on the line. Neither is anything put down for what may reasonably be expected to be drawn from passengers going to Liverpool, Belfast, or Dublin, who, by this route, would be able to save from $4\frac{1}{2}$ to 5 hours of the time at present required in making the voyage to either of these places.

Whenever the Act for this Railway is obtained, the works may be begun and proceeded with, so as to open several short lines in a comparatively less period of time than what is required on most Railways.

The line from Glasgow to Paisley, from Ayr to Troon and Irvine, and from Irvine to Drybridge, might be all commenced simultaneously, and executed with such rapidity, as to yield a return to the Company, before the whole of the capital is required to be called up. It may also be confidently expected that the strong feeling shown by the inhabitants of Ayr, and the surrounding district, to form a line from Ayr to Maybole and Girvan, as a continuation of the present line, will, whenever an Act is obtained for this Company, be again revived, and that other branches will spring up to serve as tributary streams to the main channel of communication. Your Committee have given, and will continue to give, with your approbation, their unabated exertions to carry through this great national undertaking, which they consider will not be less beneficial to the district of country through which it is to pass, than profitable and creditable to the promoters of it.

The Noble Chairman then stated that the Report by Mr. Stephenson would now be read.

MR. STEPHENSON'S REPORT
TO THE DIRECTORS
OF THE
GLASGOW, PAISLEY, KILMARNOCK, AND AYR RAILWAY.

GENTLEMEN,

AGREEABLY to your instructions, conveyed to me in August last, I have examined the line of Railway between Glasgow, Paisley, Kilmarnock, and Ayr, as proposed by Messrs. Grainger and Miller, and also the line to Kilmarnock, as proposed by Messrs. Scott, Stephen, and Gale. I have also examined the country generally throughout the District, and I beg leave to lay before you my report upon the merits of the different lines.

Commencing with Messrs. Grainger and Miller's line; the station at Glasgow is in Tradeston, near the river, and fronting it, and near the Glasgow Bridge. It appears to be the most favourable ground for a depôt for passengers; the goods station will be a little to the south of this place. The line then passes over the Pollock and Govan Railway. The line will be carried over the streets in Glasgow by arches. From the Pollock and Govan Railway the line runs on remarkably favourable ground, through Sir John Maxwell's land, and parallel to the canal. It then runs in a direct line about 3 miles, and crosses under the Turnpike Road, so as not to interfere with its present level near the two mile house on the Paisley and Glasgow Road, and passes behind Craigton. From thence it runs direct to beyond Laigh Hillington, crossing under the road; it then curves gently round, and cutting through the high ground at Arkleston, intersects the lands of Gallowhill, and keeping on the north side of the Turnpike Road, passes to the back of Greenlaw, and on to Paisley. Crossing at the junction of Buchanan and Greenlaw Streets, it passes over Wallneuk Street, South Croft Street, and the River Cart, a little above Sneddon Bridge, parallel to Sneddon Street, and within 260 yards of the Cross; and crossing over Moss Street, and into open ground, it passes near the Underwood Cotton Mill over Lone Well Street. All these streets will be crossed by arches. The line then runs to the back of Fergusly House, and crosses the Turnpike Road, almost close to Johnstone, where a very favourable depôt can be made for that town. From thence it proceeds into the Black Cart valley, and passes on the southside of Castle Semple Loch, and on the south side of Kilbirnie Loch to opposite Beith. This is the summit of the country, with almost a uniform rise from Glasgow, of only 95 feet above the

Broomielaw Quay. The line at Glasgow being above 20 feet higher than the streets, there remains only 75 feet rise, which allows of the inclinations being unusually favourable. From Kilbirnie Loch the line continues to Dalry, following the course of the River Garnock, and thence on to Kilwinning. The line then continues forward to Ayr, parallel with the coast on almost a dead level, embracing the towns of Irvine and Troon, and the villages of Monkton and Prestwick. From the line at Kilwinning the best possible access will be given to the towns and harbours of Ardrossan and Saltcoats, by means of the Ardrossan Railway. The line will pass in the most favourable direction for the town and harbour of Irvine. The line will cross the Troon Railway on a level, by the use of which an excellent access is given to the harbour of Troon, so that by the Railway the five harbours of Ardrossan, Saltcoats, Irvine, Troon, and Ayr, are brought into the best possible communication with the City of Glasgow. From Kilbirnie to Ayr, the gradients are extremely favourable, being for 7 miles only about 1 in 500, the remaining 11 miles being next to dead level. The Kilmarnock line separates from the Ayr line near to Dalry, and passing to within about a mile to the north of Kilwinning, runs in almost a direct line to Kilmarnock, rising at the rate of about 1 in 800, and is 150 feet above the Broomielaw Quay at Glasgow. The traffic between Kilmarnock and Ayr would pass along the Troon Railway, till it reached the point where the Glasgow and Ayr line crosses the Troon Railway, when it would make use of the former line to Ayr.

Having now described the route of Grainger and Miller's line, I will describe the line projected by Messrs. Scott, Stephen, and Gale. I consider that Messrs. Grainger and Miller's line is the only one which ought to be adopted between Glasgow and Paisley, on account of the great facilities afforded by it for giving a connection to the Greenock Railway, and in consequence of its passing through Paisley in the centre of the town and on suitable levels. Mr. Gale's line passes on the south side of the town of Paisley, and on too high a level to effect the first of the above objects without difficulty. From Paisley Mr. Gale's line keeps the high ground on the south side of the Turnpike Road as far as Johnston; from that place to Beith the line still skirts the high ground on the south side of the valley; passing close under the town of Beith, and crossing the moss near Bankhead, it crosses the Dusk Water at Midbank, which is the greatest elevation of the line, being 260 feet above the Broomielaw Quay at Glasgow. The line then runs on almost a direct line to Kilmarnock, and terminates there at about the same level as Grainger and Miller's line. The inclinations of the line are, commencing at Johnston, rising $3\frac{3}{4}$ miles at 1 in 440, $6\frac{3}{4}$ miles at 1 in 330, which is the summit; then falling towards Kilmarnock 4 miles at 1 in 330, $2\frac{1}{2}$ miles at 1 in 440, and 1 6-8 miles at 1 in 400. On the plan I have received from my assistant Mr. Hall, there is a line laid down by Mr. Gale from Kilmarnock towards Ayr, running

in a nearly direct line from Kilmarnock to near Monkton, and passing at a nearly equal distance between Fullarton and that place, and thence joining Grainger and Miller's line, and on to Ayr. I have also received a section of this line from Mr. Gale; but as no survey has been taken, and as my attention was not particularly directed to the ground when I was in Scotland, I can form no idea of the eligibility of the line in an Engineering point of view.

Having now described the routes of the two lines, I proceed to state what I consider to be their comparative merits.

First, I am of opinion that Messrs. Grainger and Miller's line is superior to Messrs. Scott, Stephen, and Gale's, even when viewed solely as a communication from Glasgow and Paisley to Kilmarnock, without reference to the other towns on the line. I have formed this opinion from a comparison of their gradients and summits; and it will be remarked, that if Messrs. Grainger and Miller's line between Glasgow and Paisley be adopted as the only advisable one, the rise on Messrs. Scott, Stephen, and Gale's line between that town and the summit would be more concentrated than at present, and the gradients would consequently be worse. I may illustrate my opinion of the two lines by the following table:—

	Miles.	Chains.
The distance from Glasgow to Kilmarnock by Mr. Gale's line, is,.....	28.....	40
The loss of power consequent on the summit of 260 feet, counting 20 feet rise per mile equal to one mile of distance, is,.....	13.....	0
	41.....	40
 The distance by Messrs. Grainger and Miller's line is,.....	33.....	0
The loss of power consequent on the summit of 150 feet is,	7.....	40
	40.....	40
	1.....	0

Leaving one mile in favour of travelling by Grainger and Miller's line between Glasgow and Kilmarnock. I ought to state, however, that while the summit of Mr. Gale's *line* is 260 feet above the Broomielaw Quay, the summit of the *ground*, as ascertained by my assistant Mr. Hall, is 321 feet above the level of the Broomielaw Quay. In order, therefore, to obtain this summit a great depth of cutting would be required at this place. Were this cutting to be avoided, the gradients on Messrs. Scott, Stephen, and Gale's line would be rendered much worse than the line laid down in the section, and the loss of power would render the distance much more than one mile in favour of Messrs. Grainger and Miller's line.

Second, If the communication from Glasgow and Paisley to Ayr is taken into account, the superiority of Messrs. Grainger and Miller's line will be as follows:—

	Miles.	Chains.
The distance from Glasgow to Ayr, by Messrs. Scott, Stephen, and Gale's line, supposing their route from Kilmarnock to Ayr to be practicable, is,.....	40.....	0
The loss of power consequent on the summit of 260 feet, supposing that there is no second summit between Kilmarnock and Ayr, is,	13.....	0
	53.....	0
The distance by Messrs. Grainger and Miller's line is,	38.....	0
The loss of power consequent on the summit of 95 feet is equal to,.....	4.....	60
	42.....	60
	10.....	20

Leaving 10 miles and 20 chains in favour of travelling by Messrs. Grainger and Miller's line between Glasgow and Ayr.

Third. It is proper to take into consideration the expense of working the two lines, and in this respect also I consider the level line to be superior to Messrs. Scott, Stephen, and Gale's. I am of opinion that it will be in the power of the Company to carry passengers and goods *cheaper* to Kilmarnock, and to the other towns in Ayrshire, by Messrs. Grainger and Miller's line, than by Messrs. Scott, Stephen, and Gale's line.

Fourth. I give the preference to Messrs. Grainger and Miller's line, in consequence of its affording a direct communication from Glasgow and Paisley, to the ports of Ardrossan, Saltcoats, Irvine, and Troon, whereas these are practically excluded by Messrs. Scott, Stephen, and Gale's line. I have visited the above ports, and I look upon them as of such importance to Glasgow and Paisley, that I would expect a large portion of the Company's profits to be derived from the traffic to them; and I doubt much whether any Railway which did not suit their traffic, and which counted solely on the intercourse between Glasgow and Kilmarnock, would pay. If Messrs. Scott, Stephen, and Gale's line were adopted, I think it not improbable that a rival railway would be started, running along the route proposed by Messrs. Grainger and Miller, to the seaports of Ayrshire, and, in my opinion, this rival Railway would monopolise all the coast traffic, and would even compete successfully with the Company for the trade between Glasgow and Kilmarnock.

Fifth. I consider Messrs. Grainger and Miller's line superior to Messrs. Scott, Stephen, and Gale's, from its running along the low ground in the valleys, in place of ascending the high ground on one of the sides. I have always looked upon this as a most important consideration in laying out main lines of railway. Messrs. Grainger and Miller's line would give equal facility to each side of the valley for bringing their traffic on the line, whereas Mr. Gale's line would entirely shut out the advantages which the other side of the valley ought to derive from Railway communication. This is of the more consequence in the valley of the Black Cart Waters, as the lime-

stone appears to me to lie on one side of the valley, and the coal field on the other.

Sixth. I prefer Messrs. Grainger and Miller's line to Mr. Gale's, because, from the appearance of the sections, and the examination I have been able to make of the country, I feel satisfied that the earthwork, &c. on the former will be materially less than on the latter.

I have thus stated at length my views of the comparative merits of the two lines in order to satisfy you, and also in order to satisfy the gentlemen in Kilmarnock whom I had the pleasure of seeing, that I have given the subject due consideration. The result is, that I have no hesitation in recommending the Company to adopt Messrs. Grainger and Miller's line, as the best adapted for the convenience of the public, both as a line from Glasgow and Paisley to Kilmarnock, and as a line from these towns to the ports on the sea coast of Ayrshire. As however Messrs. Scott, Stephen, and Gale's line is 4 miles shorter, as regards distance between Glasgow and Kilmarnock, while the expense of working is 1 mile in favour of Grainger and Miller's line, I would recommend to your Company, that no increased charge should be made by you, either in the traffic of passengers or goods for these 4 miles.

The next consideration is, how a good communication can be made at a reasonable cost from Kilmarnock to Ardrossan, Saltcoats, and Irvine. Having duly considered this subject, and having examined the Troon Railway, I am of opinion, and strongly recommend to the Glasgow and Ayrshire Company, the propriety of endeavouring to induce the Duke of Portland to alter and improve that Railway, by increasing the radii of the curves, and removing the present tramway, and relaying it with edge-rails; and that the Company should form a branch from the Ayr line at Irvine, to join the Troon Railway at Drybridge, near Shewalton.

By doing this, a very convenient communication would be made between Kilmarnock and Irvine, and by making a connection between the main line, a little south of Kilwinning, and the Ardrossan and Johnston Railway, an excellent communication would be made from Kilmarnock, Troon, and Ayr, to Ardrossan and Saltcoats. Should the Troon Railway prove too valuable for the Company to purchase, I think that the best arrangement that could be made, both for the Duke of Portland and the Company, would be for his Grace to undertake the expense of improving his line, and for the Company to pay so much per ton per mile, for all goods travelling upon it and so much per head for each passenger. As I have examined the Troon Railway, I am well acquainted with the gradients, and know them to be very favourable.

Having carefully examined the statement of traffic at present existing on the route, it does not leave a doubt on my mind as to this Railway being a most profitable investment for the promoters, and for a confirmation of this opinion, I beg to refer you to the tables of traffic.

On account of the extremely favourable gradients, I think that one-third of the gross revenue will be quite sufficient to pay all contingent expenses.

I am,

GENTLEMEN,

Your most obdt. Servant,

(Signed) GEO. STEPHENSON.

MANCHESTER, 16th October, 1836.

JOHN LEADBETTER, Esq. moved the adoption of the Report, and the approval of the proceedings of the Committee, and proceeded to say, that as a shareholder in the undertaking, he had listened with interest and satisfaction to the documents which had just been read. He trusted he only expressed an opinion entertained in common by the meeting, that the proceedings of the Committee were marked by judgment, discretion, and zeal, and that their whole procedure merited their unqualified approbation. He said that there were one or two points in the Report to which he would beg to advert. The most important parties with whom the Committee appeared to have had direct negotiations, were the inhabitants of Kilmarnock and the Duke of Portland. With respect to the former, nothing could be more natural than that they should suppose that as the direct intercourse between Glasgow and Ayr had always been by Kilmarnock, so it ought to continue. The Committee considered that they were acting for the interests both of the public and the Company, and that, as this was an engineering question, they were willing to abide by the decision of the Engineer. That decision has been given by Mr. George Stephenson, whose authority is the highest in the present day. The Report tells us that the negotiation with the Duke of Portland has terminated most favourably for the undertaking. The points embraced in these Reports were of great importance, and required both the delicacy and judgment which appear to have guided the Committee. The returns from a Railway depend on two things—the expense of making and working it, and the extent of traffic. Now, the Report tells us that, excepting five miles of one in 460, there is no gradient that is more than one in 600—that there is not a tunnel in the whole line, and that a great part of the line is level. Then with respect to the traffic, the return shown by the tables now submitted to the meeting is equal to 14 or 15 per cent. on the capital, and this exclusive of other sources of revenue. Mr. Leadbetter proceeded to say that he trusted there was no mistake in this statement, and he felt confidence that there was none, from the knowledge he had of the character of the gentlemen who superintended the business. Should the prospective increase from other sources, as pointed out in the Report, take place, it will prove the best Railway undertaking in Britain. The line, as laid down by Grain-ger and Miller has been examined and approved of by Mr. George

commercial interests of Glasgow, he considered the Railway of great importance, as facilitating an intercourse to the towns and manufacturing establishments in Ayrshire with which Glasgow is most intimately connected.

WM. PATRICK, Esq. of Trearne, seconded the motion, which was adopted unanimously.

JAMES M'CALL, Esq. of Daldowie, in proposing the next resolution, stated the anxiety which had been felt by the Directors to consult the interests of all the towns on the line; and trusted that the decision of Mr. Stephenson would prove satisfactory to all parties. He moved—"That the highly satisfactory Report of Mr. Stephenson be adopted, and that immediate steps be taken to obtain an Act for making the lines of Railway therein recommended, as affording the best communication not only from Glasgow and Paisley to Kilmarnock, but from Glasgow and Paisley to the important towns and harbours along the sea coast of Ayrshire." The resolution was seconded by Mr. ARCHIBALD SMITH, and unanimously agreed to.

ARCHIBALD HAMILTON, Esq. Rozelle, expressed his firm belief that a much greater return would be obtained from passengers on various parts of the line than was anticipated. He instanced a short line of Railway near Ardrossan, that led to a coal pit, on which passengers on their way to Irvine were put out on the public road about two miles from that town: but, notwithstanding this, the number of passengers, which were 700 the first year, 12,000 the second year, had in the third year amounted to 30,000. (Hear, hear.) He begged to propose to the meeting the resolution which he held in his hand—"That the statements of traffic presently existing between the Towns on the Line, and the Report of the Mineral Surveyors, which have been laid before the Meeting, justify the Shareholders in expecting a much larger return than that shown in the Prospectus, without taking into account the new traffic expected to arise between Glasgow and the ports and the sea coast of Ayrshire."

ROBT. MONTGOMERY, Esq. Irvine seconded the resolution, which was unanimously agreed to.

JOHN FLEMING, Esq. of Claremont, in proposing the next resolution, observed, that the fact of Lord EGLINTON coming to town that day, and doing them the honour of occupying the chair, was the best proof they could have of the interest his Lordship took in the present undertaking. (Hear.) He might also observe, with regard to the Duke of PORTLAND, that he believed his Grace came to Scotland solely for the purpose of meeting the Committee on this subject. (Hear.) He had the honour of being one of the deputation that waited upon his Grace, and he must say that they were received by him with the greatest kindness; his Grace giving it as his opinion that the

proposed Railway was likely to be highly beneficial to the county of Ayr. He frankly agreed to every request they made, giving them permission at once to cross his Railway at Troon, either on a level or under, as they might prefer, and also leave to pass through his lands. (Hear, hear.) At the same time he manifested the most friendly disposition to meet the other object they had in view, viz. the connection of Ayr and Kilmarnock, and the connection between Kilmarnock and the towns on the coast, by a short branch from Shewalton. He might say further that they had assurances of the friendship of the Earl of GLASGOW, and all the other influential Noblemen and Gentlemen in the county of Ayr, to this undertaking. In fact they had the approbation of, he believed, almost all the Proprietors of the lands through which the line was to pass. (Hear.) It was to be regretted that the people of Kilmarnock had entertained a different opinion from themselves as to the line. The Directors had always been exceedingly anxious to embrace in this project a communication with Kilmarnock, and it would be seen that the Committee had devoted much of their attention to that object. It was to be hoped, however, that when the people of Kilmarnock saw the report of so eminent an engineer as Mr. Stephenson, and that report confirmed by Mr. Rastrick, they would change their opinion on the matter, and then the object they had all in view would go on with the greatest harmony and good feeling. Mr. F. then proposed—"That the Meeting express their satisfaction with the result of the Communications which the Directors have had with the Duke of Portland, and other influential Noblemen and Gentlemen, interested in the Counties of Ayr, Renfrew, and Lanark."

The resolution was seconded by ARCH. BOGLE Esq. of Gilmorehill, and unanimously agreed to.

JOHN MILLER, Esq. of Muirshields, stated, that after the able and satisfactory Reports which had been read, and the great unanimity of feeling which prevailed, it would be unnecessary for him to say any thing in favour of the resolution he held in his hand. He would therefore simply move—"That the Directors be authorised to negotiate with Land-Owners, and others on the Line, for their consent to the Line passing through their Grounds, and to take measures for securing such part of the Ground as may be found by them necessary." The motion having been seconded by ROBERT STEWART, Esq. who expressed his belief that railways, more than any thing else, were calculated to promote the prosperity of the country, and congratulated the Meeting on their prospects, was unanimously carried.

JAMES CAMPBELL, Esq. in moving that the appointment of Directors be ratified, said they were all gentlemen deeply interested in the prosperity of the district along the line, and he had no doubt they would continue to give every support to the measure.

WILLIAM M'LAREN, Esq. seconded the resolution, which was agreed to.

Dr. A. D. ANDERSON remarked, that he thought they ought not

Company, and they had all heard with satisfaction of the manner in which the Duke of Portland had agreed to meet and forward their views. There could be no doubt of the success of the undertaking, seeing that it was thus supported by the great population along the line, and by the commercial, capital, and enterprise of Glasgow, and the other towns interested. He thought the Company might also look for the support of the Marquis of Ailsa and the Marquis of Bute. The motion having been seconded by Robert Farquharson, Esq. of Paisley, was unanimously carried.

ROBERT ROBERTSON, Esq. moved that the thanks of the Meeting be given to the Directors for their able and judicious management of the Company's affairs; which, being seconded by GEORGE JOHNSTON, Esq. Redburn, was unanimously agreed to.

JOHN LEADBETTER, Esq. asked if any measures had been taken to effect an arrangement with the Greenock Railway Company, by forming a junction of the lines betwixt Glasgow and Paisley?

Mr. WATSON stated that every disposition had been manifested on the part of both Companies to come to an understanding, so as to prevent any confliction of interests, and that a negotiation was in progress, by which it was hoped an arrangement would be ere long completed.

A vote of thanks was then given to Lord Eglinton for his conduct in the Chair, and the meeting separated.

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